IV. 1866-1898: the new "light track" from Waymart to Farview (planes 18, 19 and 20); the 14-mile level between Farview and Archbald; Farview Park; Shepherd's Crook; the connection between the "light track" and the "loaded track" at Bushwick, just south of Carbondale, so west-bound passenger trains could roll into Carbondale to a point called Lookout Junction; passenger service on the Gravity Railroad; Philip Hone's trip to Carbondale over the Gravity Railroad, June 16-23, 1830.

V. 1898-1931: the closing of the Gravity Railroad on January 3, 1899, and the conversion of the line from gravity guage (51") to standard guage (56 1/2"); the switchback at Panthers' Bluffs; the South Canaan Loop; the closing of the Honesdale Branch of the Delaware and Hudson Company's line between Carbondale and Honesdale, August 20, 1931.

Following Powell's summary history of the Gravity Railraod, a slide show on the Gravity Railroad was presented. Slides from the collections of Donald W. Powell, Robert J. Tomaine and Kay and Oliver Shifler were shown. The evening concluded with a screening of the Historical Society's film about the Delaware and Hudson Canal Company's canal, entitled "The Canawler."

Among the 135 guests at this presentation was Dr. Edward Speers, a leading authority not only on the Delaware and Hudson Canal Company's Gravity Railroad, but also the Pennsylvania Coal Company's Gravity Railroad (between Port Griffith and Hawley, completed in 1850, composed of 22 planes, abandoned in 1885).

At the conclusion of the evening, the guests enjoyed refreshments, which were provided for the occasion by Saint Joseph's Hospital. Arrangements for the evening were handled by Pete Smith, Director of Publicity, Saint Joseph's Hospital.

In the near future, the Historical Society will present an illustrated lecture on (1) the New York, Ontario & Western Railway Company and (2) the Laurel Line. As it did during Pioneer Days 1982, the His-